First to Last-the Truth: News-Editorials

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NEW YORK CANADIAN RATES

FOREIGN RATES

Time to Put Away Illusions

What has happened in Russia should serve to dispel the last illusion that may exist anywhere among the Allies as to the possibility of effective cooperation with Russia in the present war. There has Russia has ceased to be one of their assets, joying our protection, were turned into him on the subject of sloops-of-war Non probably been no chance of a Russian consoldiers ran away from the field of victory out prolonging the war and greatly inin Galicia, shouting the battle cry of creasing their own burdens. Whether even before Congress declared war on ample, he will find the Lancaster, Hartford, anarchy as they fled.

It is not, perhaps, surprising that the regard any external circumstance as of Allied side. minor importance. Perhaps history will

end to all illusion. Russia is out of the will march again with her allies. from a Russian defection happened when events at Petrograd. Cadorna's northern army was crushed Those countries which are really fight-

nize the Russian desertion as a fact; to illusions and vain hopes, to redouble their ures for August and September, covering period of the war. cease to waste money and supplies upon own efforts to block a German attempt to the supposed losses of all nationalities, and Russian population which will not work. Henceforth there is but one course to fol-Henceforth there is but one course to follow, and that is the course which excludes Russia has left the firing line for the less, than half the tonnage claimed. His conclusion was that the Germans are not the course which excludes the very start, three years ago." In the conclusion was that the Germans are not the conclusion was that the Germans are not the course which excludes the very start, three years ago." In the conclusion was that the Germans are not the course which excludes the very start, three years ago." In the conclusion was that the Germans are not the very start, three years ago." In the conclusion was that the Germans are not the course which excludes the very start, three years ago." In the conclusion was that the Germans are not the conclusion was that the Germans are not the course which excludes the very start, three years ago." In the conclusion was that the Germans are not the course which excludes the course which ex Russia from all calculations on the mili- rest of the war. There is no chance that at all sure of what they are doing.

whether Russia concludes a separate peace opportunity for Allied victory remains unmoral effect of such a procedure, it is of facts. no consequence. Henceforth, whether Russia preserves a nominal front in the

The creation of the New York Port War

This is obviously absurd, for Sir Eric tive, while, as every one knows, the regula- can ingenuity beating the Germans.

own populations are concerned, because are to be able to handle the great tasks in many instances where the tonnage of as set forth in many of our school histories. He was better on than the usual run of inventors in that he took care to obtain this would mean simply a postponement war has thrust on them.

should not have surprised a child ten war, the great and splendid creation it result of one of those "occasional fluctua-

change the situation. The actual defec- Henry Cohen, a close student of port ques- called that only a fortnight ago there was tion took place many months ago. The tions, has been chosen as secretary of the a sudden rise and the number of week!y Allied cause has since that time suffered new Port War Board. It was Mr. Cohen sinkings was the highest recorded since practically all the evil it could suffer from ciation, the Chamber of Commerce and serves at least to restore the balance and hended in the Italian disaster, and what- against the application of certain New of submarine effectiveness. ever happens in Russia now is of no material consequence so far as the war is

country, despite all of Russia's resources sia. Nor is Germany herself in such a only as a unit. condition that she can rehabilitate the All rights of republication of all other matter herein are transportation system of another country. Her own is breaking down rapidly. She is not now able to maintain her transportahas an inexhaustible supply at her own centre of anti-American activities. Its mineheads.

Russia now makes a separate peace with Germany.

judge those Russians right who believe situation has triumphed over the foreign. that the salvation of the Russian revolu- The Russians have turned their faces towtion is more important for Russia than and their own problems. Until they have after so many glaring instances of abuse in recrimination. It is not the moment their attention or their effort to a foreign had too much faith in human nature— to be but four safe ports in the Mediterrato accuse Russians of betraying a com- war. They are more interested now in the certainly in German human nature. For nean: June, July, August and Port Mahon, a mon cause, because the cause as such was partition of the real estate of Russia than the German everywhere, since this war statement which was almost literally true benever adopted by the Russian people and in the rescue of Russia's former Polish began, has shown an absolute disregard fore the many open roadsteads were prothe people have repudiated the government provinces. They are more interested in of the obligations which honorable men which was allied with the nations fighting fighting their own land owners than the pursued his own ends with ruthless indif-Germany. The best and worst that one conquering armies of Hindenburg or ference to all restraints of decency-on tails, except when they added to the interest can say of Russia is that she has chosen Mackensen. They have established a Uto- the battlefield, in occupied territory, on the of my story. Nevertheless, I believe that I her own pathway-whether with supreme pia at home which may, and probably will, high seas and in neutral countries. wisdom or ultimate madness no one can melt into a state of anarchy with small de headquarters should be followed by many lay. But neither in Utopia nor in anar-similar raids. All nests of German con-On the other hand, there should be an chy is there reason for hope that Russia spiracy in this city should be destroyed. Kearsarge. I have tried to be accurate, but

war. Russia has been to all intents and Great Britain, France, the United States them are dangerous) should be interned purposes out of the war since the revolu- and Italy have been for many months for the duration of the war. We are now tion achieved the disorganization of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the actually fighting Germany and her allies of men to guard docks, warehouses, was through my association with him that the control of the cont armies and the collapse in Galicia termi- without assistance from Russia. This fact bridges and waterworks. It would be a nated serious hostilities on the Eastern explains the slow British advance in Flan great economy of effort to let them guard front. Failure to appreciate this fact has ders, the temporary French check at the internment camps instead. There is where led to the Italian disaster. Italy has been Aisne, the collapse of Italy on the Isonzo. the busy German conspirators ought to be overwhelmed by troops withdrawn from All the fruits of Russian defection have of military activity and supply and muthe connivance of those who control Rusthe connivance of those who control Russian affairs. The worst that could happen
from a Russian defection happened when the Russian front, either with or without been harvested by the Germans, save only nitions centres. The government will not

she will return. The material costs of her The answer is that the British figures and penalties.

A Greater Port of New York

East or not, the German and Austrian
Board, with Mr. Irving T. Bush as War
Board, with Mr. Irving T. Bush as War
Geddes was dealing with the losses of tions now in force are unworkable and inFRANCIS S. ROOT.

Washington does not want to make use of it. troops that are employed in the East will the government to follow in order to in losses and could not possibly have underbe troops that are not available for imme- crease the capacity of this great port as it taken to estimate the replacements abroad. must be increased if our allies are to re- He spoke clearly of the tonnage destroyed, To the Editor of The Tribune. ceive the food and supplies they need and and the only possible way of justifying the The United States should cease at once our men are to be transported "over there" German figures was by roundly denying dian editor-correspondent writes in your to send any supplies or to make any loans and kept supplied adequately with food and the truth of his statement. To reconcile issue of November 5 regarding Anglo-Americal of November 5 regarding Anglo-American in practical of the following facts showing that the masters once to permit foolish optimism or vain not only the Port of New York but every a manifest impossibility. once to permit foolish optimism or vain
hopes to becloud the facts so far as their
hopes to becloud the facts so far as their

The fanciful character of the German
says is true, especially when he refers to the
at least 25 per cent more efficient if they

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The fanciful character of the German
says is true, especially when he refers to the
attentions with Great Britain

of the moral effect of the Russian deser- Regarding this port the problem was overstated, and in many more where the bumptious and cocksure of American supericomparatively simple. There already ex- submarine commanders were unable to ority on all points. We have all to face facts in this war. isted the New York-New Jersey Port Comidentify their victims. Moreover, a large mission, charged with the duty of investing number of submarines never return to pleasant characteristics? and most of the Allies' blunders so far gating port facilities and planning imhave arisen from the inability to discrimiprovements for the future. With this erable bags are attributed at hazard. At all events the Germans have convinced body as a basis, the new board was formed, all events the Germans have convinced but who has not met the Englishman who gives the same kind of offence of which your whole wretched history of the Allied bun- consolidating the powers of the two states their foes that the estimates published by correspondent speaks? whole wretched history of the Allied bungling in the Balkans rests upon the founassurance thus exists that not alone will largely imaginary, and nothing could be can as hopelessly inferior, and deems it his dation of an idealism applied to a situs- the immediate end be served—the speeding more foolish than to attempt to establish pleasant duty to so inform us in and out of tion in which the grossest materialism up of all harbor operations of loading and their correctness by quibblings over the was bound to prevail. The British and unloading vessels, with the greatest eco British figures, which may conceivably be who are grateful friends of Great Britain and the French continued to think of the Bulnomic use of pier space. There is antalse, but are not offered in an equivocal who recognize and admire the many sterling was possible to have a device "placed on the the more German music Mr. Damrosch gives the French continued to think of the Bul-garians as idealists and Ferdinand as a over the formation of the Port War Board. tally with the German figures.

qualities of the English people.

If persons of that strips on be

New Bork Tribune road to Serbia. Over and over again the lor years to come, making it, in the com- listed since the establishment of the in- mercial and industrial period following the tensified blockade. This may be merely a

The final defection of Russia does not this situation in the fact that Mr. Julius campaign of this kind, for it must be re Jersey municipalities for a splitting of As a blockade the German measure has

Where They Ought To Be

Better late than never. The Hamburg-American Line offices in this city, taken over by the government on Thursday, tion in such condition as to supply her own should have been seized long ago. This Mr. Davis Discusses Sloops-of-War cities with coal, despite the fact that she company's headquarters has long been a officers broke our navigation laws in Germany's interest while we were still at The Allies are bound to recognize that peace with Berlin. Its interned ships, enand they should very quickly perceive that thatching places of plots against American sensical the term may possibly have been, but

Germany or indulges in a civil war, she is The officials of the company have conances, with the internal abuses and evils laborer. Even the rise of some dictator which surround them, should fix their atwhich surround them, should fix their at- would not necessarily or even probably in the way of the prosecution of the war barred to enemy aliens to collect informa-

tion useful to Germany. It was a mistake to leave them at large, have been taught to hold sacred. He has

The raid on the Hamburg-American's Dangerous enemy aliens (and most of not too technical, obliged to detail thousands and thousands Mr. -miles away from the seacoast, the areas

Interpreting U-Boat Figures

It remains now for those Allies who are It is their business to adjust themselves to the Admiralty. Sir Eric Geddes was per-

tary side.

It is a matter of little importance whether Russia concludes a separate peace with Germany or not. Apart from the with Germany or not. Apart from the mistakable if the Allies will now face the motor may be a good motor, probable to whether Russia concludes a separate peace with Germany or not. Apart from the mistakable if the Allies will now face the motor may be a good motor, probable to whether Russia concludes a separate peace with Germany or not. Apart from the British estimate of certain ships sunk in the British estimate of certain ships sunk in the Mediterranean, the two sets of figures and penalties.

The motor may be a good motor, probable to withdraw from trustees all where will our boys be when they defection have already been paid and the relate to net losses and the German to gross losses. Allowing for this distinct tion, as also for the deliberate omission in the British estimate of certain ships sunk in the British estimate of certain ships sunk in the British estimate of certain ships sunk in the Mediterranean, the two sets of figures is facts.

The motor may be a good motor, probable to withdraw from trustees all power with respect to educational issues.

Some will return. The material costs of her when they will our boys be when they all power with respect to educational issues.

Some will return. The material costs of her when they will our boys be when they all power with respect to educational issues.

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Some will return. The material costs of her will our boys be when they all power with respect to educatio ures, it is insisted, correspond pretty notice.

New York, Nov. 8, 1917.

road to Serbia. Over and over again the for years to come, making it, in the com-

the Port of New York into two ports, proved singularly ineffective, as any one cr zones, by a freight differential. The can see by considering the facts and fig idea is unthinkable now, when the entity ures given by General Maurice in a state.

You will probably have seen that Major erally as ever they were; they are better ures given by General Maurice in a state.

Moraht, the well-known German critic, has

Blue Water Names

and Charlie Noble

To the Editor of The Tribune.

Now, of course, nautical terms are often

tention upon the home problem and should bring Russia back to the firing line on the They are charged with having taken ad- very quaint and their origin frequently obvantage of the government's leniency in scure. Let a layman, for example, consider The truth is that in Russia the domestic allowing them to enter zones supposedly the following: Why is a cathead so called? Jacob's ladder? When and why was the galley smoke pipe first called Charlie Noble?

Why is a neculiar kind of mark that a great deal of talk in the appear too optimistic with regard to the peril of the rails.

We invite attention to the peril of the rails. Why is a peculiar kind of mast step called a within our borders. The government has blue water sailor days, when there were said

As to specific descriptions of how certain classes of vessels were constructed, I confess our speed is getting up. that I have purposely avoided technical dehave fairly adequately described the construcwell as the arrangement of their batteries. I later in those ships, as in the case of the

Mr. Dillon is right in his surmise as to my relationship with Rear Admiral Gherardi: he was my mother's brother. I am glad to have Dillon remember him so pleasantly. I am a great admirer of our navy, and I have more, articles for The Tribun

GHERARDI DAVIS. New York, Nov. 7, 1917.

the alien enemies within our borders so as ernment want to use the work of the Amerito safeguard our military and naval works, can inventor?

2. To facilitate enforcement of such regu- that no engineer should be permitted to in- on the market, fully established.

in the Mediterranean, the two sets of fig. of such regulations coming under their engineers in Germany and Austria.

of regulation would be workable and effect time when we have been prating of Amerianything new." New York, Nov. 8, 1917.

"Hands Across the Line"

We can justly admit that much of what he ernment, free of charge, a couple of devices ships specified by name has been grossly Doubtless, also, many of our nationals are

He makes it doubly difficult for those of us the market before."

If persons of that stripe on both sides could ment where the government is the only mar- are fighting the Kaiser for the good of the be gagged, it would greatly aid in augmenting ket for such a device.

The British Steam Roller

There is an added touch of interest to quite justly refers as "inevitable" in a An Answer to Some German Critics from the British Director of Military Operations

By General F. B. Maurice.

such an event. The final evil is compreted by the State of New York, successfully argued to increase confidence in the steady decline lowing comments on some German critical lowing comments on some German critical lowing comments on some lowing c cisms relating to the progress of the British army in France.)

It is not true, as many people believe, of the port has been so completely recogment printed elsewhere on this page. We said that in the three attacks that have taken of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of that statement I point to what has been of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare it with the British place since Sentember 20 we have lost half a proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to compare the proper of the port has been only to com that the Germans can immediately or at nized for the furtherance of an efficient have only to compare it with the British place since September 20 we have lost half a any sufficiently early date draw food and port service, with a dictator, conclusive blockade of Germany to understand how million men. I have always had a respect for supplies from Russia, even if there is a proof of unity, for the period of the war imperfect it is. Sir John Jellicoe stated Major Moraht up to this. He has been a very not a fact. Now, as to my figures: But it should have been just as unthink- lately that in the last few months of 1916 well known and a very sound military critic, separate peace. All transportation and all able when the proceeding was begun. only sixty vessels out of three thousand but if he had thought for two minutes he war material into France in January averaged but if he had thought for two minutes he war material into France in January averaged labor in Russia have broken down. Not Geographically, industrially, commercially. got through without being boarded, and must have known that we have not had halt 11.4 tons per hour. During the last week in must have known that we have not had halt 11.4 tons per hour. During the last week in September they averaged 24.5 tons an hour, and only have the soldiers quit fighting, but the Port of New York is a unit, indivisible that the figures for the current year were the working people have quit working. The There is every reason to expect that the no less gratifying. It is true, however, battles, and also if he had had the industry, improvements and plans for future de- that the end aimed at by the Germans is or even employed an intelligent clerk, to sit down and count up the casualties (and we tributed at the front and in its turn means velopment which the Port War Board will different. It is the destruction of tonnage always publish all the names in the papers) an immense development of communications. in wheat, is actually starving. The cry of be able to make should put aside forever by all possible means, and unless the tonthe Bolsheviki for bread is an eloquent any intimation of a split in a harbor which nage can be replaced or the destruction of January of this year our total casualties lines are being built; canals, are being imtestimony to the present condition of Rus. can yield the highest service to commerce stopped it must eventually succeed, even in every theatre of war do not amount to proved and developed; roads are being made at the present rate, provided the war can half a million. Therefore, that statement of be dragged out for a sufficient number our losses is grotesque. It is merely part the point, and to show you how that developof the same propaganda which insists that ment has been going on, I may tell you that we are aiming at far bigger objectives than taking the winter period, because a hard winwe are and owing to the valor of the Ger- ter is mans we fail to get them. Naturally, we make estimates of the Ger- broad gauge lines was 179 with war material

man losses, and I may tell you that we have only for the British armies. For the last made a very careful estimate of the German week in September that number had jumped losses in the Battle of the Somme, and that up to 259. estimate became known to the Germans une of November 1 with much interest. I am of the Germans getting to know of it they is a network of light railways leading out fatalities occurred in shops, at stations, afraid, however, that his memory has failed stopped the exportation of their casualty lists and they altered the system by which they published them, which seems to us a tribution since last June, when Russian they cannot permit it to be a liability with- neutrality. They sheltered spies and sa- nevertheless our navy so designated certain fair indication that our estimate was not far botage conspirators and their machinery classes of vessels. If Mr. Dillon will turn wrong or the Germans would not have taken 400; and then we come to the inland water, or 30.1 per cent due to negligence of pa was wrecked, under orders from abroad, to the navy registers of 1860 to 1864, for ex-

We have made another calculation in this Iroquois, Kearsarge, Narragansett and many battle on exactly the same basis as we made others classified as "steam sloops." I know in the Battle of the Somme. I am not going it has been considerable. In March the weekof no better authority than our own Navy to give you the figures, as I do not want ly tonnage carried by the waterways in France cidents, mostly trivial, in shops, around the Russian people, with their domestic griev lost to the Allies as a partner and as a cowho is a large Hamburg-American stock who is a large Hambur ties, according to this estimate of ours, ex-ceeds the total of British casualties, which, ment that the requirements of our armies clerks, and those engaged in building an of course, we know, by 75 per cent. Major are being kept continuously supplied despite repairing ships, nor to Moraht can deduce from that exactly what anything that the U-boats endeavor to do to others in embarking and disembarking,

An Accurate Metaphor

steam roller. I think the term steam roller been done with a great effort on our part to depreciate loss of life in operating train may effectively be applied to the British owing to the extraordinary vigilance and the operations. The advance is admirable work of our navy, but in order to The time is not one, therefore, to indulge problems they will not again give either generosity in dealing with the enemies dust? Most of these terms date back to old not rapid, but it is insistent and it is independent of the second and page of the sec steam roller goes up hill much slower than very glad to employ elsewhere, and therefore it does on the level, and our progress when I do not want for one moment to say that the operating 139,000 miles of railroad equ we were driving the enemy from the high U-boat war is a thing to be laughed at, but to the combined railroad mileage of ground has been slower than when we reach I do say this, that we have prevented it from the top of the hill. Since September 20 we interfering with our operations in any way. have been able to engage in four battles following one another more and more closely; like to say a word about the fighting, too.

All that, of course, means an enormous I think you will agree with me that from amount of work behind the battle front. Our our point of view the story is good reading. eyes are all on the events at the front and We have every right to be confident when we are sometimes apt to forget the immense we see what our men have done, but the fightlabor and amount of material which is being expended behind to keep this steam of us and we do not think that this battle is roller moving, and I am going to give you a going to end the war. We see a great deal few figures to tell you a little of what is be- more hard fighting in front of us. I should ing done. I ask you to remember these like to add, especially to those of you gentlefigures in connection with the German state- men who appeal to the American public, that ments about the U-boat war. I do not want the importance of getting American troops of to minimize in any way the inconveniences this side as quickly as possible and in as large to us which the U-boat war is causing, and numbers as possible has not been diminished how delighted we should be if we had man- by anything that has happened in Flanders."

No Time for Novelties

Washington

article by Mr. Th. H.

It is so throughout the departments deal-

ing with war, and any one who tries to give

(not sell) anything to the government meets

most deliberate kind.

What an Inventor Discovered

To the Editor of The Tribune.

man. He was told that the writer wishes to offer the device to the government free, or

"While on the subject of optimism, I should

ing is hard. We have a great deal in front

March the number of trains running daily on

No U-Boat Restriction

interrupt communications with France.

That is the broad gauge railways.

would not look at the drawings. Knappen Department with another device. Again he educational policy of a university finally and was promptly received, only to be told that wholly in the hands of its faculty.

said-I am ready to prove to you the super- But, in common with almost every professor wharves, shipping, manufacturing plants, The newspapers, and to a certain extent lority of my device to anything that is on with whom I have discussed this subject, I along the Isonzo. The price of the Russian desertion is being paid in the Venesian desertion is being paid in th

subject to the same or similar regulations Liberty motor the inventor was told to keep vices which Washington has no time to conout. The motor may be a good motor, prob- sider?

which no other nation can equal, begging to lowed an effective voice in the decisions that "No engineer was permitted" to introduce be useful, and Washington bragging about most vitally affect the conduct of their busi-It would seem to me that such a system anything that has not been tried out, at a "no engineer being permitted to introduce ness. As matters now stand they have no

INVENTOR. New York, Nov. 7, 1917.

German Music Not Hohenzollern

with a dead wall of know-nothingism of the To the Editor of The Tribune. Sir: To the well chosen and fitting words

The present writer went a couple of months uttered yesterday by a sincere artist like operation, and wanted to present to the govof music in Germany have at least not been inspired by the brutal minds of Hohenzollern Luxemburg, Alsace-Lorraine and Switzerland rulers and their wars upon the universal brotherhood idea.

Robert Schumann, whom I consider the proper introductions. There was, therefore, most "nationally" German composer during no trouble in securing the necessary inter- the Hohenzollern régime, was a radical, politically as well as musically, and did his utmost to introduce the works of "outsiders" tics. The writer was received by one of the in the Vaterland. He also prided himself chief engineers of the Aircraft Production on having introduced the "Marseillaise." Board. The first question was: "Who is through a changed rhythm, in one of his now using your device?" On being told that compositions, and chuckled over his success nobody is using the device, but that the in thus fooling his censors.

writer was fully willing to bear the expense Richard Wagner, whose genius is underof any tests necessary previous to the ac-teptance of the device, the government engi-kultured" Americans, was hampered and disrom him and said: "We cannot consider ignorant minds of the Hohenzollerns. Thus

The question of Alsace-Lorraine is not an analysis and said: "We cannot consider ignorant minds of the Hohenzollerns. Thus German music, as all good art, was created from the support of universal love, having market before" submitting it to the govern- us the surer Americans will feel that they

"Why do you not go to the Curtiss Com- world. ERNST BYSTROM. pany?" then wanted to know the government | Brooklyn, Oct. 26, 1917.

Railroad Accidents

Mistaken Inferences Drawn F

Unanalyzed Statistics To the Editor of The Tribune

Sir: An item appeared in The Tribun. October 19, entitled "Railways Kill Thousand," quoting the Interstate Com-Commission statistics as evidence killing of 10,000 and the injury of 1967 (General Maurice recently made the fol- aged to drive the U-boats from the sea, but persons in railroad accidents in 1918. analysis or explanation, is misleading any way with our plans in France. They unjust to our railroads. Five years ago have not kept a round of ammunition from American Railway Association appointed our troops; our troops are being fed as libspecial committee on accident statistics, o posed of representatives of the Pennsylv Railroad, Central Railroad of New Jen and Southern Pacific, to suggest changes done here. It would be impossible to carry the classification and publication of out our operations if what I have said was state Commerce Commission accident to tistics that would prevent misconst-"The actual daily importations of British by making them reflect actual condi-

> Only 562, or 5.6 per cent, of the total fatal ties in 1916 were due to collisions and a figure between January and September. That railments of trains, the other 94.4 per the stuff coming in. That has to be dis being due to other causes, thus: One and seven-tenths per cent of the tot-

more clearly than they now do

were due to negligence of passengers, as in falling from or getting on and off tre and in walking on tracks; over 17 to fatalities to persons carried under tract and others, nearly all of whom w killed at grade crossings, and nearly 49 on the 1st of March of this year (I am not cent, or almost half of the total, due to te passing on trains or on tracks. Europe unfavorable to traffic), on the 1st of roads are entirely free from this source accident, because their laws forbid, no severe penalties, unauthorized persons boarding trains or walking on tracks. our carriers are not similarly protect They frequently have appealed in lawmakers to conserve life by forbidd trespassing. Finally, 5.3 per cent of t "When the broad gauge railway stops there the front. In March of this year the week- and were in no wise due to the operation

ly average tonnage carried by those light trains. Collisions and derailments caused but t railways was 25,300. At the beginning of September (I have not the figures for the end per cent of the total injuries; the remaining of September) the weekly average was 173,- 96.1 per cent is made up of 59,285 accides sengers canal as you can a light railway, and the others, while 129,740 accidents, or 66 development has not been so fast, but still cent of the total, were in no wise connec with the operation of trains, but covered

We are no more justified in charging the perils of the sea than we are in charg "I should like to repeat what I said. I do ing corresponding misadventures in a not want in any way to make what I have said around railroad shops and stations

We invite attention to these matters, be correctly understood and judged. Eve many, France, Austria, Hungary and Ru sia-or 56 per cent of our total, transporte 60 per cent of all passenger and 67 per ce have told you as far as I can plain facts, and passenger in a train accident. One Amer can system of over 11,000 miles, employing 80,000 men and carrying 45,000,000 passe gers in 1916, conducted its operations the loss of not one passenger and but

employes in accidents to trains. J. KRUTTSCHNITT, Chairman, Special Committee on Accident Statistics of the American Railway Association

New York, Nov. 8, 1917.

Give Faculties Voice, Not Control To the Editor of The Tribune.

Sir: I beg leave to correct an erroneous impression conveyed by the heading which you placed above my letter of the 17th in stant on academic freedom, and further im at a nominal charge, and does not want to make money out of it, but that did not help nd the government man simply apparently, you assume that many critics existing conditions in university government Nothing loath, the writer went to the Navy advocate placing the conduct of "the whole

But see here-was in substance what he regard this as their most important service. tian Plain, and this is the measure of the Plain, and this is the measure of the Allies' reverse.

Satisfied with the official academic of the figures lately given out in the British with a view to solving some of the problems in this connection:

Allies' reverse.

Satisfied with the official academic of the figures lately given out in the British with a view to solving some of the problems in the figures lately given out in the British of the It remains now for those Allies who are still united in a common purpose to recognize the Russian desertion as a fact; to ship a representative committee or commit-

> through its representatives. Inasmuch as the execution of educational policies is bound up with finances, it would be voice whatever, except by courtesy, in the de-The A DAMN FOOL OF A PATRIOT AND cision of many questions that deeply concern the educational health and progress of their

institutions. JOSEPH ALEXANDER LEIGHTON. Ohio State University, Columbus, Ohio, Oct. 22, 1917.

The Future of Alsace-Lorraine

To the Editor of The Tribune.

Sir: Speeches delivered recently by prominent Americans propose as one of the terms

To this I must take exception as a representative of the inhabitants of Alsace-Lor-

raine. We are French and we must return to France. Otherwise peace will be neither just nor lasting.

Those making this proposal may be well-intentioned, but in effect they are working in the interests of the great enemy of all, namely, Germany. It is not even necessary to discusse the possibilities of such a union of small states as is proposed. Suffice it that Alsace-Lorraine wants to return to France that France will not lay down her arms until assured of the restoration, that England has committed herself to the same programme by

abstract question for the American public any from the support of universal love, having longer. It is an American question, since possibly only one enemy the Kaiser. And America's entrance into the war. And the other proposal, hostile to the objects of the Allies, cannot go unrebuked.

DANIEL BLUMENTHAL. German people, as well as for the whole President World League for the Restitution

of Alsace-Lorraine. New York, Nov. 1, 1917.

patriot when the Bulgarian Czar had sold What it does and the lessons to be learned It is worth noting that the latest British Anglo-American friendship. out to Berlin and his people were on the from its operations will benefit the port returns are the most encouraging pub-